

**Appendix B**  
**CONCEPTUAL WEST RAMP REDEVELOPMENT PLAN**

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#### **BACKGROUND**

In order to accommodate the construction of planned Runway 11R-29L at Tucson International Airport, the area referred to as the West Ramp will be cleared, as depicted on the recommended land use plan (Exhibit 6-1). Much of the area will remain cleared, as it lies within the extended runway protection zone (RPZ) for the recommended runway. However, an area remains for potential redevelopment south of the extended RPZ. In the recommended land use plan, the area is designated for corporate/general aviation or cargo/industrial/aviation-related uses.

This appendix summarizes the results of preliminary review of potential development of the West Ramp Redevelopment Area in a cargo/industrial/aviation-related use. If corporate/general aviation requirements demand, the Authority would consider redevelopment in those uses.

#### **SITE DESCRIPTION**

The West Ramp Redevelopment Area is on a triangular site located southwest of the intersection of Runway 3-21 and the extended centerline of recommended Runway 11R-29L. The northern boundary of the site is determined by the extension of the RPZ for recommended of future Runway 11R-29L, the eastern boundary of the site is determined by the building restriction line from Runway 3-21, and the west boundary is determined by the Tucson-Nogales Highway and the Southern Pacific Railroad.

The site, as delineated on Exhibit B-1, consists of approximately 30 acres. The area between this site and Runway 11L-29R is in the extended RPZ of recommended Runway 11R-29L and should remain clear and designated for airfield use.

#### **HEIGHT RESTRICTIONS**

Building height and aircraft parking capability will be governed by Federal Aviation Regulation (FAR) Part 77 clearances from Runway 3-21 and transitional surfaces for recommended Runway 11R-29L. Exhibit B-1 shows the permissible heights for fixed and movable objects for the site.

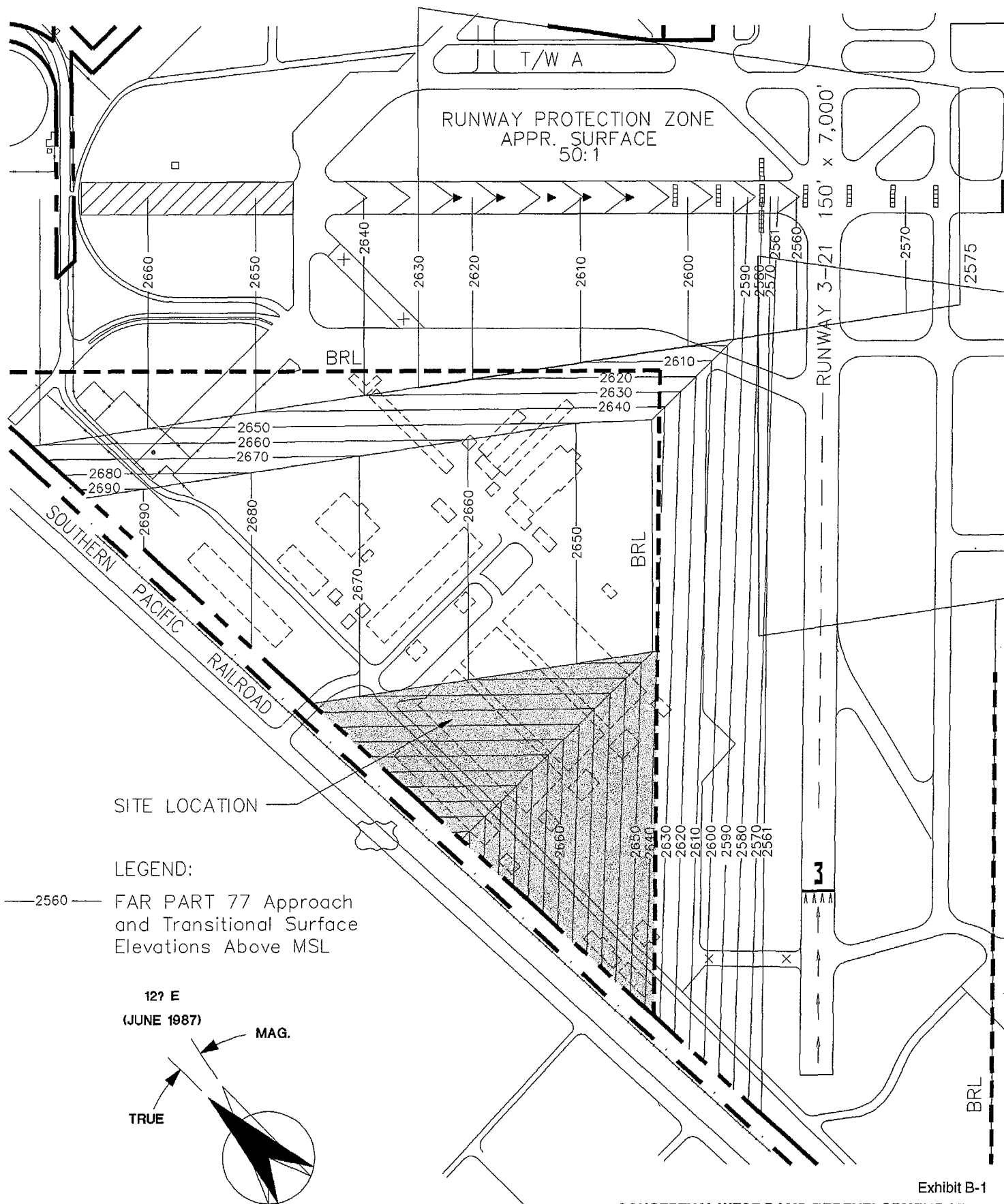


Exhibit B-1  
CONCEPTUAL WEST RAMP REDEVELOPMENT AREA  
SITE LOCATION AND HEIGHT RESTRICTIONS

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## POTENTIAL USES

Given the (1) location of the site to the airfield, highway, and railroad and (2) available acreage, potential uses of the site could include:

1. Special aircraft equipment repair and maintenance
  - Electronics
  - Flight instruments
  - Air Conditioning
  - Upholstery
  - Others
2. Surface travel market services
  - Service stations
  - Restaurants
  - Other retail commercial trades and services
3. Airport tenant services and supplies
  - Printing and copying
  - Cleaning services
  - Provision and maintenance of uniforms
  - Linen service
  - Vehicle maintenance
  - Other
4. Other development
  - Air courier service
  - Small-scale manufacturing or warehousing
  - Small-scale multimodal freight and distribution center

## CONCEPTUAL SITE DEVELOPMENT ALTERNATIVE

Exhibit B-2 is a conceptual site development alternative for the West Ramp Redevelopment Area. As shown, the alternative has the following features:

- Aircraft parking apron adequate to accommodate one row of MD-11 aircraft or two rows of general aviation type aircraft parking capability. FAR Part 77 clearances assume a level site for planning purposes. In actuality, the site topography slopes away from Runway 3-21.

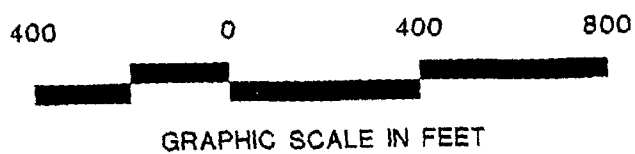
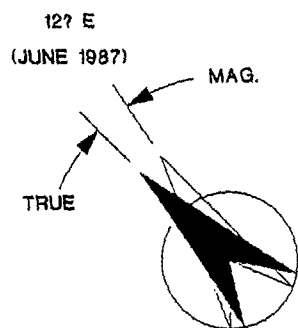
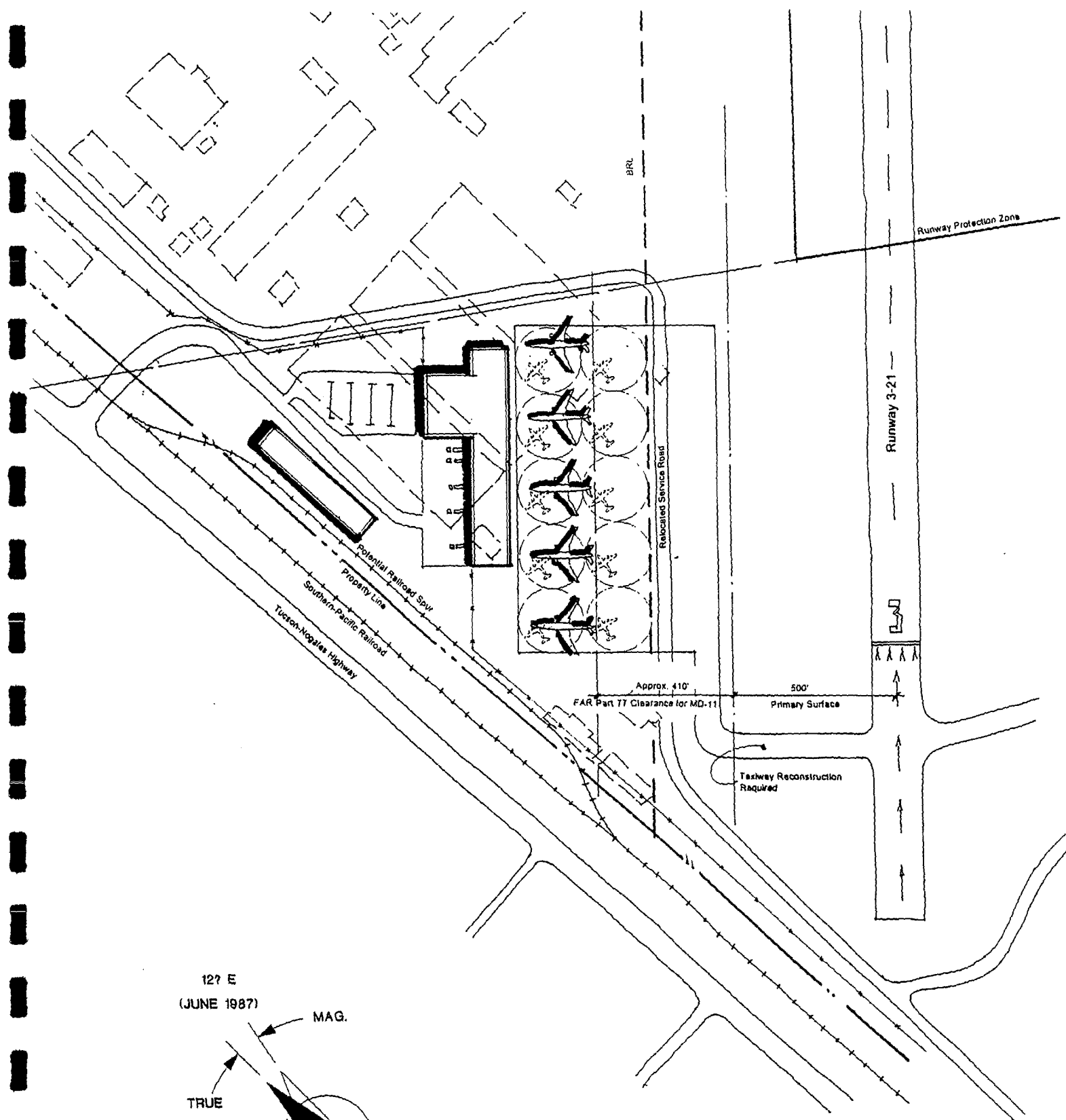


Exhibit B-2  
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- A railroad spur to accommodate a loading and unloading freight facility with public road access (discussions with railroad representatives have not occurred).
- Hangar/warehouse/office structure with public road access, employee parking, and truck loading dock facilities.
- Realigned aircraft operations area perimeter road.

It should be noted that for leasing purposes, more developable acreage could be provided if restrictions on the uses of the area within the building restriction lines and taxiway/taxilane clearances are provided. The alternative as depicted would require reconstruction of the taxiway at the south end of Runway 3-21.

This alternative incorporates features that benefit from the adjacent airfield access and the highway and railroad access. It offers potential for intermodal transportation facilities. This type of development could be eligible for funding under the Intermodal Surface Transportation Efficiency Act (ISTEA).